University Avenue & Shorewood Boulevard

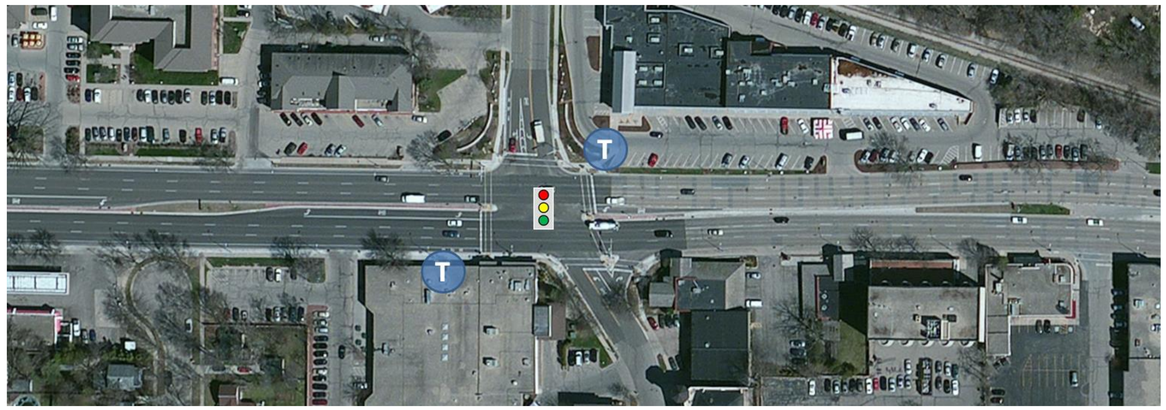
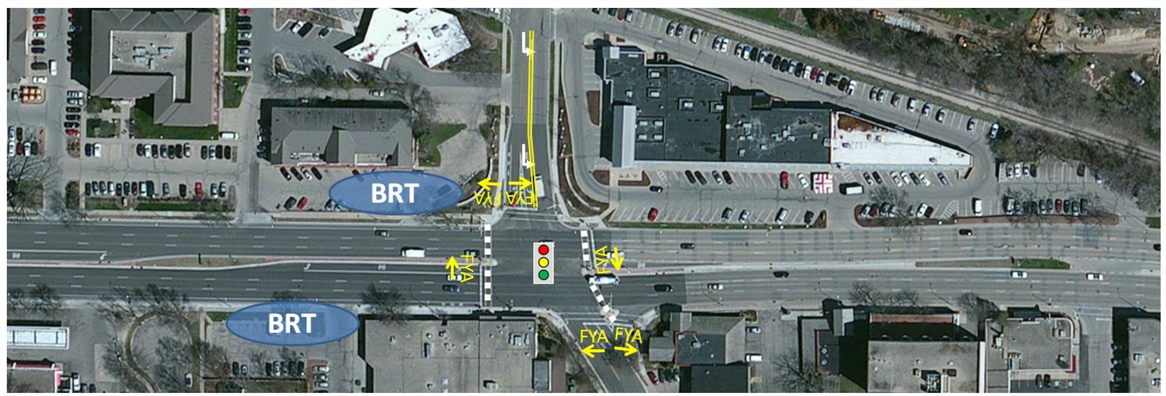
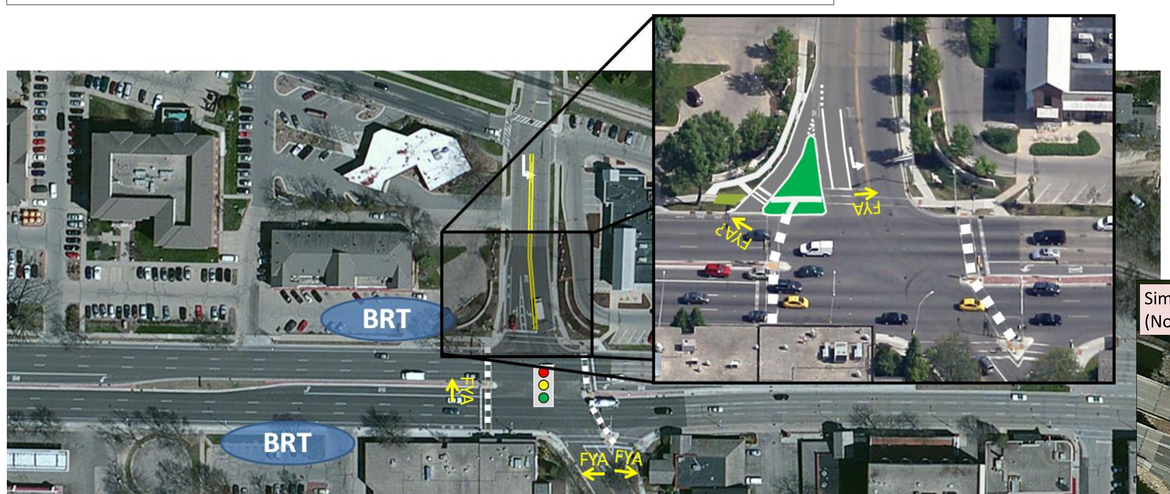
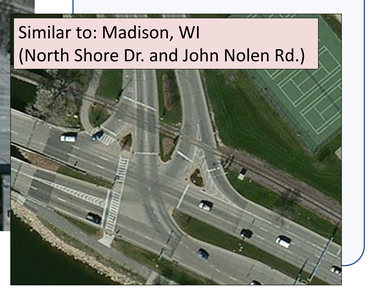
Scenario	Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
Base Conditions 	Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks	Difficult crossing	Existing Metro stops: • Westbound east of Shorewood Blvd. • Eastbound west of Shorewood Blvd.	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F
LB1B: Extend Southbound Left Storage, Enhance Crosswalks, Install Flashing Yellow Arrow Signal Heads 	Enhanced crosswalks and flashing yellow arrow signal heads to improve driver compliance	Potential for improved driver awareness	Generally compatible with BRT	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F
LB1C: Same as LB1B plus Reconfigure Southbound Right Turn  	Improved driver compliance and large pedestrian refuge added	• Southbound bikes separated from right-turning motor vehicles • Potential improved driver awareness	Generally compatible with BRT	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F

Image Sources: Bing.com, Google.com

University Avenue & Shorewood Boulevard

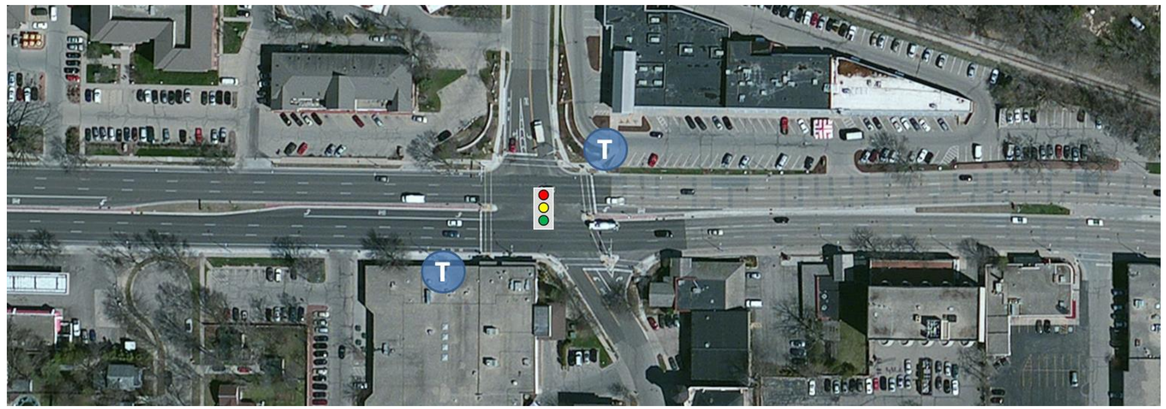
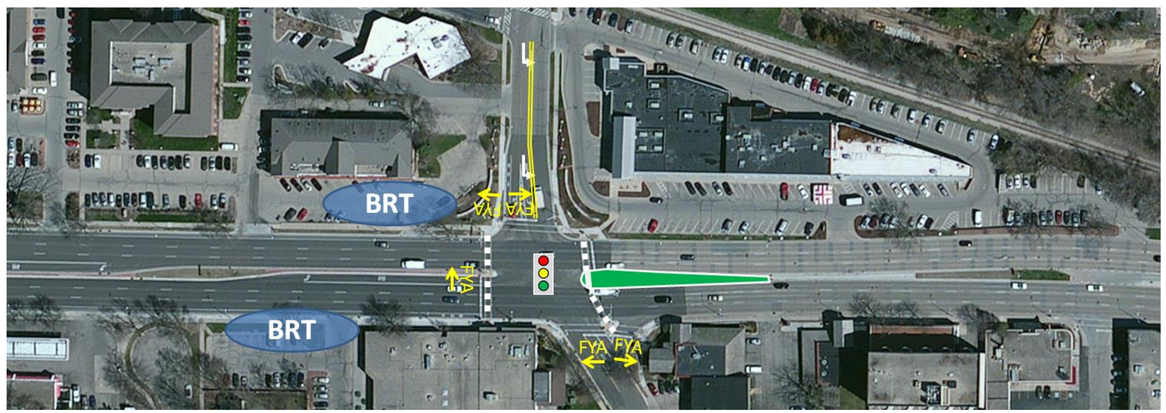
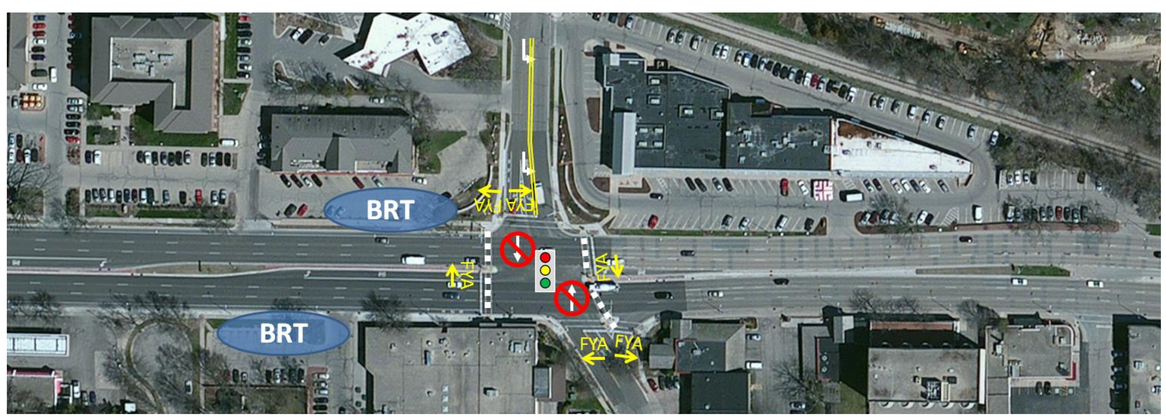
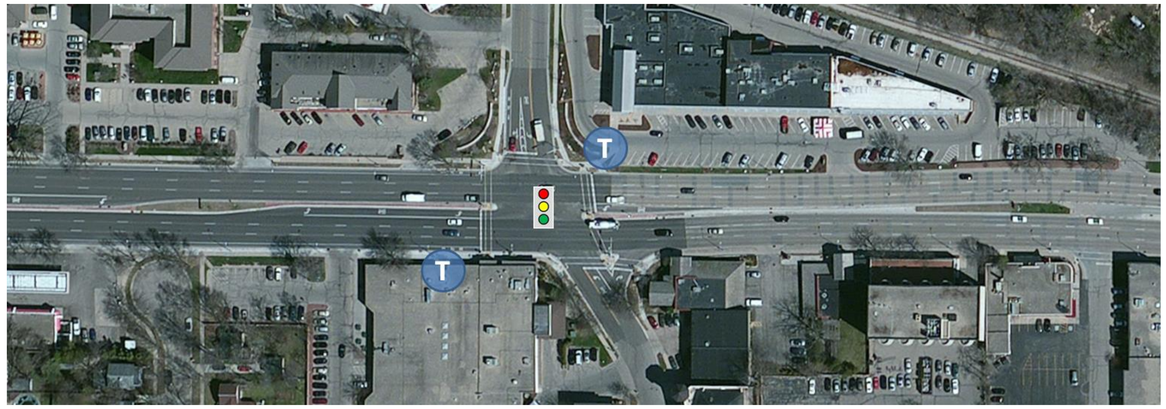
Scenario	Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
Base Conditions 	Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks	Difficult crossing	Existing Metro stops: • Westbound east of Shorewood Blvd. • Eastbound west of Shorewood Blvd.	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F
LB1D: Same as LB1B plus Eliminate Westbound Left-Turn and Add Ped Refuge 	• Potential improved driver compliance and large refuge added for crossing on the east side • Potential for partial signal at Blackhawk to provide an additional two-stage signalized crossing	Potential improved driver awareness	Generally compatible with BRT	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F
LB2: Extend Southbound Left Storage, Enhance Crosswalks, Install Flashing Yellow Arrow Signal Heads, Eliminate North-South Vehicular Movements 	Potential improved driver compliance	Potential for improved driver awareness	Generally compatible with BRT	• Overall Intersection LOS D (41.4 s/vh) • 2 movements at LOS F • Restricts some access

Image Sources: Bing.com, Google.com

University Avenue & Shorewood Boulevard

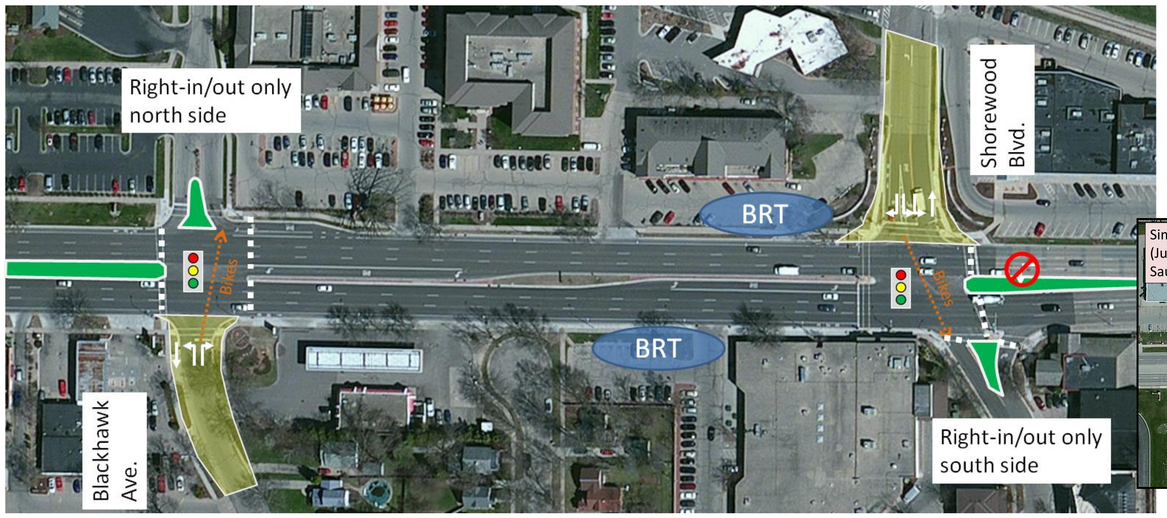
Scenario

Base Conditions



Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks	Difficult crossing	Existing Metro stops: • Westbound east of Shorewood Blvd. • Eastbound west of Shorewood Blvd.	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F

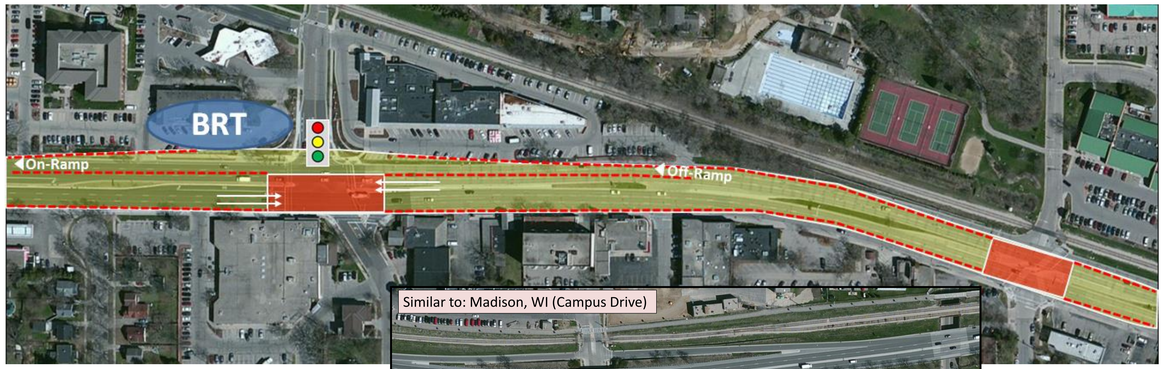
MB1: Offset Tee Intersections



Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)

• Signalized crossing added at Blackhawk Ave.
• Single crossing only at Shorewood Blvd. (east side, opposite eastbound left-turn).
	• Single direction only crossing allowed at each signal (northbound at Blackhawk Ave., southbound ad Shorewood Blvd.)	Generally compatible with BRT	• Shorewood Boulevard:
			  • Overall Intersection LOS B (15.5 s/vh)
			  • 1 movement approaching LOS F
			  • Restricts some access
			• Blackhawk Avenue:
			  • Overall Intersection LOS C (27.1 s/vh)
			  • Restricts some access

HB1: Tight Half Diamond Interchange (possible Campus Drive extension, westbound access only)



Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)

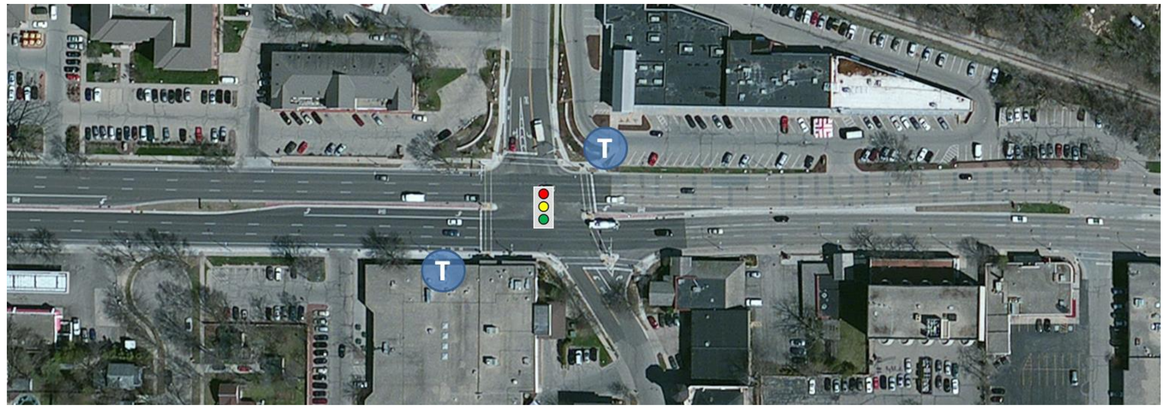
• Short crossing lengths through signal
• Significantly less traffic through signal
	Less traffic through signal	Less compatible with BRT due to impacts of locating outbound station and loss of location for inbound station at Shorewood Boulevard	• Overall Intersection LOS A (5.5 s/vh)
			• Significant access restrictions
			  • Eliminates entry to Village from the west (all traffic must use Midvale Blvd/ Rose Pl.)
			  • Eliminates exit from Village to the east (all traffic must use Midvale Blvd./ Rose Place or University Bay Dr.)

Image Sources: Bing.com, Google.com

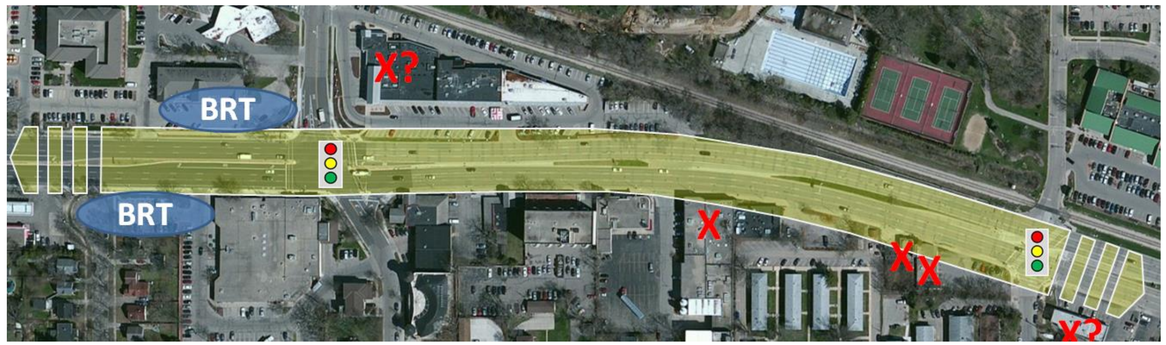
University Avenue & Shorewood Boulevard

Scenario

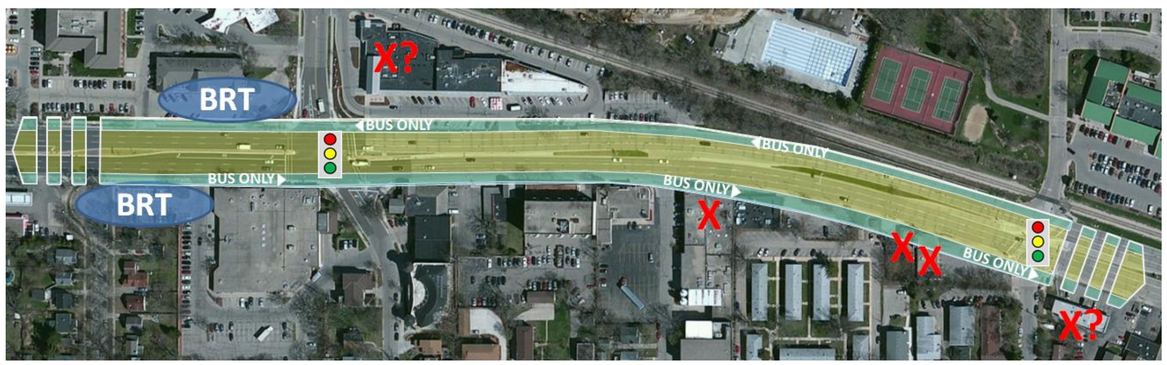
Base Conditions



HB2: 8-Lane Corridor (4 All-Purpose Lanes each direction)



HB3: 8-Lane Corridor (3 All-Purpose Lanes, 1 Bike/Bus/Right-Turn Lane each direction)



Pedestrian	Bicycle	Transit	Motor Vehicles (115% of existing traffic)
Multiple concerns regarding turning vehicles and failure to yield to peds in crosswalks	Difficult crossing	Existing Metro stops: • Westbound east of Shorewood Blvd. • Eastbound west of Shorewood Blvd.	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F
• Longer signal phases for crossing • Longer distances to cross • Little/no terrace along University Avenue for eastbound and westbound pedestrians	• Longer distances to cross • More lanes to navigate eastbound and westbound	Generally compatible with BRT and local service	• Overall Intersection LOS B (15.8 s/vh) • 1 movement approaching LOS F
• Longer signal phases for crossing • Longer distances to cross • Little/no terrace along University Avenue for eastbound and westbound pedestrians	• Longer distances to cross • More lanes to navigate eastbound and westbound • Wider on-street east-west accommodation, but shared with buses and right turns	Generally compatible with BRT and local service	• Overall Intersection LOS E (68.9 s/vh) • 2 movements at LOS F

Dismissed Alternatives:

- Providing Bus/Bike/Right-Turn Lane without Expansion (poor ops without significant MV demand reduction)
- Full Tight Diamond Interchange (8 or more business relocations)
- Indirect Left-Turn Corridor (5 or more business relocations)
- Continuous Flow Intersection (10 or more business relocations)

Image Sources: Bing.com, Google.com